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**EFFECTS OF THE DELUGE IN THE  
THE STORE ALONG THE HUDSON.**

POUGHKEEPSIE, Jan. 8, 1874.

The heavy storm of rain which has prevailed during the past two days and nights has carried away the north abutment of the stone bridge, on the Hudson River road. It spans well at the same time. The bridge, however, been so far repaired that all trains can pass over it. The cars are being hauled by the two o'clock express from New York. The reports from the East tell of slides on the Connecticut Western Railroad, all the trains on the Hudson River being stopped. There are wrecks in all the creeks of the Hudson. A land slide has also occurred on the Poughkeepsie and the Dutchess and Columbia Railroad at Bushy.

**FRESHETS IN PENNSYLVANIA.**

Good in the Allegheny and Monongahela Rivers—The Steamboat Hercules Sunk—Oil City Submerged.

PITTSBURGH, Jan. 8, 1874.

The heavy rains of the past three days have raised a freshet in the Allegheny and Monongahela rivers, and the former this evening showed 23 inches in the channel—a very high stage of water. The Monongahela is very high, and fears were entertained that portions of the coal fleet would sweep away and lost; but fortunately the coal steamers were expecting the freshet, and thus the fleet has escaped without any sinking of a barge.

The steamboat Hercules, moored at Monongahela wharf, however, was sunk this morning in 25 feet of water. She belongs to Joseph D. A. & J. McDonald, and was valued at \$30,000, and partly insured in this city, Cincinnati and Wheeling. The steamer had about 3,000 bushels of fuel aboard, having been coaled preparatory to leaving with a tow of coal.

A portion of the Eighth ward of Allegheny City was submerged, the occupants taking up their quarters in the upper stories or attics, and at Oil City it rained two days and nights, and the river being in flood, there was a general Centre streets, causing moving and much confusion. This is the third heavy freshet which has been in the Allegheny river, and the bridge between the Atlantic and Great Western Railway tracks is flooded for some distance about two miles below the Fairport, has not been much damaged by the water above and at this point is now falling away, and rivermen feel confident that all danger is over.

**Schuylkill Subsiding.**

PHILADELPHIA, Jan. 8, 1874.

The freshet in the Schuylkill is subsiding without serious damage.

**FLOODS IN CONNECTICUT.**

Fall of Seven Inches of Rain in Thirty Hours—Bridges and Telegraph Poles Carried Away—Railroad Traffic Suspended—Great Damage to Property.

NEW HAVEN, Jan. 8, 1874.

On the afternoon of January 1, after a day of unparalleled splendor, rain began falling and has continued almost incessantly until this morning at seven o'clock, when the sun came out for the first time to-day. Such a period of rainy, drizzling weather has not been known in this latitude during a winter since 1853, when, after a similar infection, the weather culminated in a severe storm on the 10th of January, on the night of January 10. Weather will settle upon a calm, and the rain will subside, but the amount of rain remains to be seen. The temperature indicates that such may be the result. When the winter period set in the ground was covered in snow and sleighing was the order of the day. In one short day this had been transformed into mud and slush and the most disagreeable contingency. Up to Sunday noon the wind had blown from the west; the clouds then lifted and the weatherwise predicted a favorable change. At Hartford, however, the wind veered to the northeast, and a fog of renewed density settled upon us, continuing until the morning. The rain, the fog, the rain, the snow and ice disappearing before it, finally ended with a terrible rainfall, which was the worst of the winter. The rain, the fog, the rain, the snow and ice disappearing before it, finally ended with a terrible rainfall, which was the worst of the winter. The rain, the fog, the rain, the snow and ice disappearing before it, finally ended with a terrible rainfall, which was the worst of the winter.

The news from this road is as yet meagre, but the trains are unable to reach Derby by reason of a landslide and accumulated water. Two of the regular trains have been stopped for the present. Merchants and others are much annoyed. So great a flood has not been known for years.

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to early to begin his daily duty. In attempting to cross the village bridge with his horse and A. he found that portion of the structure at the west end, next the First National Bank, had been away. The rushing waters, which had done the damage, were even more violent, and there was no possible means of getting across, except for pedestrians. The upper, or it is familiarly known as the "old bridge, had been carried away. The damage was very great, and cannot be repaired for some time to come. Travel by carriage is entirely impossible, and the only way to reach the village and the railroad depot is effected via the water road and Naugatuck carriage bridge—that is, the bridge over the Naugatuck river. The water road has not been known in the river 50 years. During the day the rather singular attempt of pumping out cellars with a fire engine was made, and a call on the local telephone company to assist them in their dis-

**Housatonic and Naugatuck Railroad Submerged—No Trains Running.**  
BRIDGEPORT, CONN., Jan. 8, 1874.

The rain has made itself felt in serious damage to property hereabouts. The Naugatuck and Housatonic railroads are the greatest sufferers. Trains have passed over either of them for some time, but it is not probable that they will, and may not for days to come. Passengers from New York, via Housatonic, reached a point about five miles north of this city morning, and in conveying them had not been able to proceed the least night. A serious break in an embankment on the Naugatuck was the cause. The rail will be re-dug when the waters subside.

NAUGATUCK RIVER.

Trains over this road have reached the city, and follows the bank of a river for 20 miles, and then crosses a rocky and uneven country, and the mountains of the back country pass, is a road to a fearful extent. Two trains have left this city at seven and a quarter past ten, and at eleven and a quarter past ten. According on the track below Davis' Brook, two miles south of Derby junction, waiting for the water to rise, the Housatonic road, and before they can proceed. The tracks are actually submerged at Derby. At that point the water is about three feet under the rails. The road between Derby and Birmingham is kept up by the, the causeway on either side of the, being under water. Looking from the bridge, the bridge is about 100 feet, but it is undoubtedly more. At Ansonia the water is about three feet under the rails, and at a great height, and at ten o'clock this forenoon was even with the top of the depot platform. Beyond this point is entirely suspended.

West end of this bridge, over the Housatonic river, at Stratford, below the railroad bridge, is a road to a fearful extent. The water is about three feet under the rails, and at a great height, and at ten o'clock this forenoon was even with the top of the depot platform. Beyond this point is entirely suspended.

**THE BOND FORGERS.**

and Starting Developments as to the Great Bond Forgers—Important Arrest in England Yesterday—What the Evidence for the Prosecution is Likely To Be.

A cable message was received yesterday in the stating that the New York forger, Steve Raymond, alias Seymour, had been arrested by Detective W. A. Pinkerton for complicity in the great forgeries which were discovered in this city last year. The cable despatch stated that the reason for extradition to this country had been before Sir Thomas Henry, at Bow street Police Court, but had been postponed till the 16th inst.

Raymond, who is now in prison, is a Londoner with a strong English accent. He has been a resident of this country for some years, having left England a few months back, where he was undergoing a term of imprisonment for forgery. He established himself as the keeper of a saloon in New York street, near Canal, which was known as headquarters of forgers and other members of predatory art. The British government will make difficulty about surrendering Raymond, as the British office in London, who hold the requisition, declared all the documents in order. In addition to this a New York clerk from the banking house of S. B. White & Co. has identified Raymond as the man who sold bogus bonds to his firm. The negotiators or "shovers" of the bogus bonds in this city were identified by the British Attorney General, Charles Williamson, alias Charles Perrin, alias Sheridan, alias "Ration," who are still at large, and will probably be captured within a few days. Steve Raymond above mentioned, who was the son of a wealthy merchant of the Tombs, the daughter of Mr. Lagrange, of this city, Raymond defrauded the National Indemnity Association, in Broadway, of \$25,000, while Williamson satisfied himself with cheating that corporation of \$75,000 by means of the bogus bonds, and the British government has been told that he is now, where he had been sentenced with the J. J. Eccle for defrauding the United States National Indemnity Association. The Doctor is at liberty and professes innocence.

**THE CASE BROUGHT TO A POINT.**

The evidence that has been collected in this case, and the trial by the British government, is it is highly probable that the trial will complete very shortly. Evidence has also been obtained from the British government, and the prosecution is ready to proceed to trial without the arrest of the British forgers. The British government is ready to proceed to trial without the arrest of the British forgers, so conclusive is the evidence against them.

**THE NAMES OF THE GANG ARRESTED IN THIS CITY.**

Andrew L. Roberts, ex-convict, who is alleged to have been the principal forger, said to be worth \$500,000. Now in the Tombs.  
Valentine Gleason, alias Frank Gleason, ex-convict, his confederate. Now in the Tombs.  
John H. Williams, alias "Ration," who is in the Tombs, was lately employed in the manufacture of forged bonds in New York street, near Canal. He is an ex-convict, and has been sentenced to the Tombs, where he is now in the Tombs.  
Richardson, now in custody in Ludlow street jail, on a charge of swindling a cigar company out of \$10,000. He is now in the Tombs.  
J. J. Eccle, who is now in the Tombs, was lately employed in the manufacture of forged bonds in New York street, near Canal. He is an ex-convict, and has been sentenced to the Tombs, where he is now in the Tombs.  
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**BRIEF HISTORY OF THE CASE.**

The case was first brought to the attention of the public by the publication of the Heralds estimate at three-quarters of a million, at a later computation. The forgeries were made by the Heralds on the 31st of last August, when "Charlie Williams" and others, who were in the Tombs, were arrested. The Heralds had at that time a large number of forged bonds, left for parts of the country. On the 31st of September the Heralds were arrested, and the forgeries were made out last February, and intended to be sold on the market. The following are the names of the forgers:

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**THE PRISON ARREST.**

On Monday evening last, Detective Bangs made a visit to Andrew Roberts' handsome residence on 200 West Twenty-first street. "Andy" was found at home, and was taken to the Tombs, where he was arrested. He was known as "Little George," who has been arrested for the same crime many times. Wilks was never, subsequently discharged.

**WILKS' STORY.**

It is iron box in which Andy kept his papers was found to contain, it is said, about \$30,000 in five hundred dollar bonds, and as conclusive evidence of the forgeries, where it has been attached Deputy Sheriff Seabacher, under the suit of Counselor W. Hewitt, who is acting as counsel for the defense.

Mr. Hewitt is for the purpose of recovering a large number of stolen bonds, alleged to have been stolen by the Heralds, and others, from the Heralds. It appears, according to the affidavit of Walter Clements, of the Heralds, that the Heralds had been defrauded by the Heralds, and that the Heralds had been defrauded by the Heralds, and that the Heralds had been defrauded by the Heralds.

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